BY ORDER OF THE SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-2KC-10, VOLUME 3, ADDENDA A

17 JANUARY 2012

Incorporating Change 1, 13 AUGUST 2013

Flying Operations

KC-10 AIRCRAFT CONFIGURATION

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at **www.e-publishing.af.mil** for downloading or ordering.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: AMC/A3VK

Certified by: AF/A3O-A
(Col James W. Crowhurst)

Supersedes: AFI11-2KC-10V3_ADDENDA-A, 2 March 2009

Pages: 24

This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*, and is incomplete without AFI 11-2KC-10 Volume 3, KC-10 *Operations Procedures*. It establishes policy for the configuration of the KC-10 aircraft to safely and successfully accomplish their worldwide mobility missions.

This instruction applies to all commanders, operations supervisors, and aircrew assigned or attached to all flying activities of commands operating KC-10 aircraft. It applies to Air Force Reserve Command (AFRC) units, but does not apply to the Air National Guard (ANG). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records* and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. The authorities to collect and or maintain the records prescribed in this publication are Title 10 *United States Code*, Chapter 857 and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, 30 Nov 1943, as amended. Forms affected by the PA have an appropriate PA statement. System of records notice F011 AF XO, *Aviation Resource Management System* (ARMS) (December 26, 2002, 67 FR 78777) applies. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through the appropriate functional's chain of command. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This interim change removes galley pallet requirement for JTF/C2 Module (**1.8.1**); changes aircraft technical order guidance (**1.10.7**); clarifies maintenance responsibilitiues (**1.13**); clarifies procedures for minimum aircraft equipment, technical data, forms, and miscellaneous requirements (**1.17.1, 1.17.2**); revises minimum aircraft equipment, technical data, forms, and miscellaneous requirements inventory (**Table 1.1**); deletes crew chief on board parts kit information (**1.19, Table 1.4**); and adds DD Form 365-4, *Weight and Balance Clearance Form F – Transport* as an adopted form (**Attachment 1**).

Chapter 1

KC-10 AIRCRAFT CONFIGURATION

1.1. General.

1.1.1. This chapter establishes basic planning factors to be used by planners, maintainers and operators at all levels of command and directs KC-10 aircraft configuration for local or training missions, worldwide missions and contingency operations, and CAPSTONE/DV missions. KC -10 aircraft may also be configured in accordance with governing operations order (OPORD) or fragmentation (FRAG) order.

1.1.2. All units and agencies involved in preparing KC-10 aircraft for deployment in support of contingency and other operations will use this chapter.

1.2. Applicability.

1.2.1. This chapter is applicable to all units operating or supporting KC-10 aircraft and provides mandatory standard configuration guidance.

1.3. Concept.

1.3.1. Missions may be of short duration with immediate return to home station, or be to a specific location for an extended period of time to provide air refueling and airlift support for general purpose forces and strategic conventional forces. Subordinate commanders must be prepared to deploy KC-10 aircraft, associated equipment, personnel, and materials.

1.4. Terms. See Attachment 1.

1.5. Aircraft Configuration. Unit level operations, maintenance and support functions must ensure KC-10 aircraft are properly configured in accordance with this chapter and applicable aircraft T.O.s. Configuration codes designate the setup of the aircraft. Options for each configuration determine the available space for cargo and passengers.

1.5.1. Normal configuration for local or training missions will be code “B” or, if maintenance requirements dictate, a code “J”.

1.5.2. All aircraft will be configured for deployment as required by implementing FRAG or OPORD.

1.5.3. The unit will use the configuration checklists approved by HQ AMC/A4M. Checklist distribution will be made to all agencies involved with the actual aircraft configuration.

1.5.4. After configuration has been determined, the Production Superintendent will be the single point of contact to ensure required configuration actions are complete.

1.5.5. Proper aircraft configuration is the responsibility of the pilot in command.

1.5.6. En Route Support Kits (ESK) or Mission Support Kits (MSK) will be carried when required, as outlined in each aircraft configuration.

1.5.7. On a temporary basis, additional equipment may be required to satisfy mission requirements. When required, the tasked unit must assure that coordination includes appropriate functional areas and that additional equipment is onboard.

1.6. Configuration Procedures and Responsibilities. Units will determine the most suitable aircraft for deployment based on implementing operation or FRAG order. Maintenance scheduling or Special Mission's Airlift will initiate work orders that require configuration and weight/balance checks. Unit supervisors are responsible for ensuring that required items are carried onboard aircraft as required. Excess quantities of these items will not be carried without the Production Superintendents approval, unless specifically directed by deployment orders or required for the deployment by unit supervisors.

1.6.1. Weight and Balance. Unit weight and balance personnel will ensure accuracy and currency of Chart C. When aircraft are changed from daily configuration code B or J to another standard configuration, the change will be reflected on Form F by the Boom Operator. If a nonstandard configuration is required, the weight and balance data will be provided by the local configuration checklist.

1.6.2. In the remarks section of an airlift request, users will supply cargo loading equipment information (i.e. pallet sub-floor requirements, winch, chains, devices, etc.). The additional cargo loading equipment type and quantity will be annotated in the Global Decision Support System (GDSS 2).

1.6.3. Aerial Port personnel will deliver and load cargo handling equipment in excess of that required to be maintained onboard aircraft daily. This includes all 463L equipment.

1.6.4. Cargo missions originating at the main operating base (MOB) will be load planned by the transportation unit in coordination with the wing current operations. Re-deployment load planning will be the responsibility of the unit movement officer.

1.6.5. Maintenance personnel will ensure the aircraft is returned to daily configuration on return to home station.

1.7. Aircraft Configuration Waivers. Follow waiver protocol in AFI 11-2KC-10 Volume 3 paragraph 1.4.

1.7.1. Configuration waivers are needed any time equipment is placed in aisle spaces, equipment that hinders access to emergency equipment/oxygen, aircraft seats installed facing aft, and the cargo handling system used not as designed (i.e. moving rails, latch pawls, etc.). This list is not comprehensive or all inclusive. A waiver is required anytime a piece of equipment is installed in a place it was not designed for, or if it will hinder evacuation of the aircraft. The addition of equipment that is not listed in DD365-1, **Basic Weight Checklist Record, Chart A**, that has not been tested or certified for use in the KC-10 also constitutes a nonstandard configuration. Units will request a waiver from HQ AMC/A3VK for any departure from the standard configurations. Approved distinguished visitor (DV) configurations will not require special waivers.

1.7.2. If an IAU or extra IAU is to be carried from one point to another, it may be carried as aircraft equipment. The left side outboard restraint rails can be moved to their outboard positions, and the IAU positioned down the left side of the aircraft. The seats will not be occupied during takeoff, landing, or flight. No waiver is required.

1.8. Permanent Aircraft Configuration Waivers. The following is a list of permanent KC-10A Non Standard Configuration Waivers. A nonstandard configuration exists after removal,

relocation, or addition of aircraft equipment referenced on DD Form 365-1, **Chart "A" Basic Weight Checklist Record**.

1.8.1. Joint Task Force/C2 Module. Includes: JTF C2 Module, JTF C2 Communications Suite, 7 Pallets (not including the Module or Communications Suite), and 75 seats. Pallets 10L, 10R, 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equip, special equip, and baggage. 4 seats are for crew chiefs, support personnel, or extra crew members. Seat availability will be dictated by mission requirements. The C2 module (CCM) is a 36-foot long Airstream-type trailer built in 3 sections commonly referred to as the ―Silver Bullet.‖ Each section is permanently mounted on 12-foot long airdrop pallets. Since the trailer is not FAA certified for occupancy during takeoff or landing, do not occupy for takeoff or landing. Procedures for installing the module are in Section 5 of T.O. 1C-10(K)A-9.

1.8.1.1. The module has the capability to carry up to 10 personnel, four in seats with seat belts. When cleared by the Pilot In Command (PIC) the communications suite operator and flight attendants (FAs) will proceed to the module after take-off, establish power application, and establish interphone contact with the cockpit. Once interphone contact has been established, additional personnel will be cleared to the module. The right side section of the environmental curtain and cargo barrier net should be stowed to allow easy access to the module after passing 10,000 feet MSL and reinstalled after the module has been cleared prior to final landing. Interphone contact will be established and maintained with the module operator anytime the module is occupied.

1.8.1.2. The CCM is equipped with 10 Emergency Passenger Oxygen System (EPOS) units. In the event of a loss of cabin pressurization all occupants of the module will don the EPOS and proceed to the forward cabin when directed by the AC or a uniformed flight crewmember. Once seated in the forward cabin, they will be directed to use the drop-down masks as required.

1.8.1.3. The aircraft commander retains overall authority to remove personnel from the JTF and CCM when passenger safety may be jeopardized (in-flight emergency, combat threat environments etc.). Aircraft commanders will be responsible to ensure that the user of the JTF or CCM is briefed prior to the mission on the takeoff and landing occupancy restrictions as well as the potential for removal from the JTF or CCM should flight conditions warrant. The JTF mission will be flown by experienced aircrews only.

1.8.1.4. Normally, FAs will accompany the CCM and manage the DV and accompanying party. When reporting for the mission, they will provide the PIC with a current ground training report and copy of the most current AF Form 8 certifying that they are current and qualified to operate equipment on the KC-10. FAs are qualified to operate doors (normal and emergency operation), brief and monitor passengers, accomplish customs and border clearance, and operate emergency equipment located in the forward cabin and cargo compartment. The lead FA will coordinate duties with the senior Boom Operator before the mission. Management of the DV and party is the primary responsibility of the senior FA; however, the overall responsibility of managing the forward cabin and cargo compartment rests with the senior Boom Operator on board the aircraft.

1.8.2. Senior Leader In-Transit Conference Capsule (SLICC). SLICC includes: palletized conference module, palletized berthing module, a transit case for each module and 75 or 16

seats. Seat availability will be dictated by mission requirements. The SLICC is a deployable 463L-compatible pallet that provides temporary first-class palletized seating for senior level personnel to utilize when traveling on other than Operational Support Airlift or Special Air Mission aircraft. The SLICC will only be loaded on Command and Control Module (Silver Bullet) equipped aircraft. The conference and berthing module will not be occupied during takeoff, tanker/receiver air refueling, approach, or landing. Procedures for installing the module are in Section 5 of T.O. 1C-10(K)A-9.

1.8.2.1. The conference module contains two seats, a divan, work tables and audio/visual equipment. The berthing module contains two bunk beds and stowage compartments. The conference and berthing modules may be carried together or separately. The conference module has the capability to carry up to 5 personnel and the berthing module has the capability to carry up to 2 personnel. When cleared by the Pilot In Command (PIC) the crew chief and boom operator or flight attendants (FAs) will proceed to the module after take-off, establish power application, and establish interphone contact with the cockpit. Once interphone contact has been established, additional personnel will be cleared to the module. The right side section of the environmental curtain and cargo barrier net should be stowed to allow easy access to the module after passing 10,000 feet MSL and reinstalled after the module has been cleared prior to final landing. Interphone contact will be established and maintained with the module operator anytime the module is occupied.

1.8.2.2. The SLICC requires 7 Emergency Passenger Oxygen System (EPOS) units. In the event of a loss of cabin pressurization all occupants of the module will don the EPOS and proceed to the forward cabin when directed by the AC or a uniformed flight crewmember. Once seated in the forward cabin, they will be directed to use the drop-down masks as required.

1.8.2.3. The aircraft commander retains overall authority to remove personnel from the SLICC when passenger safety may be jeopardized (in-flight emergency, combat threat environments etc.). Aircraft commanders will be responsible to ensure that the user of the SLICC is briefed prior to the mission on the takeoff, air refueling and landing occupancy restrictions as well as the potential for removal from the SLICC should flight conditions warrant.

1.8.2.4. If FAs accompany the SLICC, they will manage the DV and accompanying party. When reporting for the mission, they will provide the PIC with a current ground training report and copy of the most current AF Form 8 certifying that they are current and qualified to operate equipment on the KC-10. FAs are qualified to operate doors (normal and emergency operation), brief and monitor passengers, accomplish customs and border clearance, and operate emergency equipment located in the forward cabin and cargo compartment. The lead FA will coordinate duties with the senior Boom Operator before the mission. Management of the DV and party is the primary responsibility of the senior FA; however, the overall responsibility of managing the forward cabin and cargo compartment rests with the senior Boom Operator on board the aircraft.

1.8.2.5. When transported as unoccupied cargo, no electrical connections shall be made for SLICC and the extendable breezeway shall be stowed.

1.8.3. Senior Leader In-Transit Pallet (SLIP) Configuration. The SLIP configuration is a modified delta configuration. The weight and balance information for this configuration is provided to enable the Boom Operator to make a one line entry on the DD Form 365 - 4 Form F to account for the equipment. Each affected agency involved in the configuration change is responsible for ensuring correct installation of equipment.

1.8.3.1. Pallet position 2R will contain the SLIP. Pallet position 3R will contain an empty pallet. Pallet position 2L will contain an IAU pallet with the seats removed. Pallet position 3L IAU seat pallet is unchanged, but the four front row seats will not be occupied during flight. The walkway will be installed along the aircraft right side up to the IAU cabinets. A modified panel is required to be installed in front of door 2R. Four EPOS are required to be placed in the SLIP and will be the primary emergency oxygen source for personnel occupying the seats.

1.8.3.2. Boom Operators will subtract (-) 357 pounds and a moment of (-) 33 from the Form F.

1.8.4. DV 1 Configuration. The weight and balance information for this configuration is provided to enable the Boom Operator to make a one line entry on the DD Form 365 - 4 Form F to account for the equipment. Each affected agency involved in the configuration change is responsible for ensuring correct installation of equipment. The Production Superintendent will be the single point of contact to ensure required configuration actions are complete. Install two executive tables. The first one is installed between seat row 1 and 2 center. Seat row 1C is turned 180 degrees and seat row 2C is relocated aft at station 528. The second table is located at station 563 after removal of seat row 3R. The following restrictions apply: ***NOTES:*** **1.** Aft facing seats (row 1C) will not be occupied for takeoffs and landings. **2.** Drop down oxygen must be readily available. **3.** Install a tabletop on the bunks. Nothing will be placed on the table for takeoff or landing. **4.** Install a carpeted plywood walkway from pallet position 4R through 9R.

1.8.4.1. Maintenance, Dash 21, and Special Mission's Airlift, will configure the aircraft in the following manner for DV Configurations: Add item C- 163 DV Buffet Table on top of lower bunks at station # 869. Add item C- 82.1 Forward Double Center Seat to a new position at station 462. Add item C- 83.1 Aft Double Center Seat to a new position at station # 528. Add item C- 83.2 DV Table, center aisle at station # 494. Add item C-87.1 DV Table right side of fuselage at station #563. Add item C -202.1 Plywood Walkway right side of fuselage station 1194. Remove item C-87 Right side double seat for DV table at station #551. Remove item C- 0 Conveyors and walkway, right side of fuselage.

1.8.4.2. Boom Operators will add (+) 121 Pounds at a moment of (+) 4.3 to the Form F.

1.8.5. DV 2 Configuration. DV 2 Configuration is the same as DV 1 Configuration without the removal of the conveyors and walkway, and without the installation of the plywood walkway. Boom Operators will add (+) 221 Pounds at a moment of (+) 16.2 to the Form F.

1.8.6. DV 3 Configuration. DV 3 Configuration is the same as DV 1 Configuration without the removal of the conveyors and walkway, and without the installation of the plywood walkway and Buffet table. Boom Operators will add (+) 81 Pounds at a moment of (+) 4.1 to the Form F.

1.8.7. DV 4 Configuration. DV 4 Configuration is a 16 seat configured aircraft with one executive table The table is installed between seat row 1 and 2 center. Seat row 1C is turned 180 degrees and seat row 2C is relocated aft at station 528. The aft facing seats (row 1C) will not be occupied for takeoffs and landings and drop down oxygen must be readily available. Boom Operators will add (+) 80 Pounds at a moment of (+) 4.1 to the Form F.

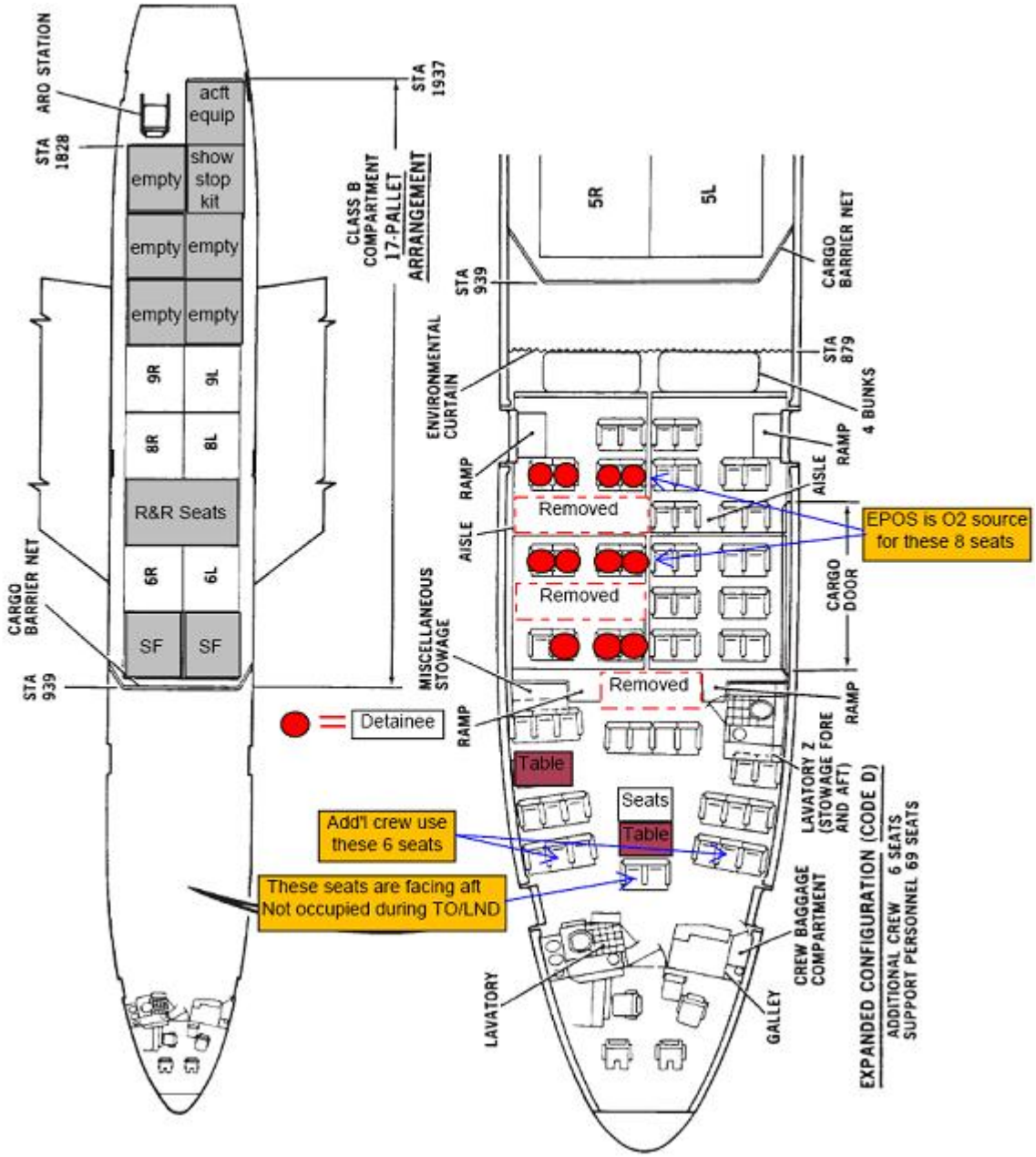
1.8.8. Detainee Configuration (DTC). DTC is a modified DV 3 configuration. Aircraft Weight and Balance personnel will update and provide the Boom Operator with updated DD Form 365-3; Chart C – Basic Weight and Balance Record, detailing the configuration change. A Detainee Movement guide is provided at **https://private.amc.af.mil/a3/a3v/publications.aspx**.

1.8.8.1. Eleven detainees will be seated as depicted on the seating diagram in Figure 1.1. The canon plugs will be disconnected for the right side IAU seat pallets. EPOS will be the primary emergency oxygen source for personnel occupying those seats. Security Forces (SF) personnel will don their EPOS hood prior to assisting detainees. SF personnel will be responsible for donning of detainees' EPOS hood. Removed set of quad seats will be stored on a pallet during detainee mission (including positioning leg). After completion of detainee mission, seats will be reinstalled.

1.8.8.2. Two side facing seat pallets will be loaded in pallet positions 7 L/R. These seats are for Security Forces (SF) for in-flight rest. If these seat pallets are not available, an additional IAU seat pallet (preferably one that fits in pallet position 3 L) will be loaded in pallet position 7 L for SF in-flight rest (7 R will be an empty pallet position). The side facing seats in the cargo compartment are for SF personnel to use for in-flight rest. These seats will not be occupied for takeoff and landing (including additional IAU seat pallet in their stead). SF personnel will be cleared by the Boom Operator prior to proceeding aft of the environmental curtain. EPOS will be the primary emergency oxygen source for personnel occupying these seats. The Boom Operator will ensure that EPOS is located at each seat. SF personnel will maintain interphone contact with the pilot at all times when the seats are occupied.

1.8.8.3. After completion of the detainee mission, normal rules apply. Maintenance personnel will reinstall the quad row of seats. These seats may be needed to move additional SF personnel back to the CONUS. The right side seat pallets will remain disconnected and will not be occupied during flight. The side facing seat pallets in the cargo compartment will not be occupied during flight. All passenger seating will be at the discretion of the Pilot in Command.

Figure 1.1. Detainee Configuration.



1.9. Responsibilities. This section describes responsibilities and requirements (by functional area) and provides specific guidance necessary for mission accomplishment. Exceptions will be specified in operations or FRAG order. Planning responsibilities will be in accordance with current directives.

1.9.1. Logistics Plans. The unit logistics plans function will be the single focal point for all logistics support planning for deployment operations. They will maintain close coordination with the unit operations plans function and all logistics functions to ensure all logistics support requirements are met. Obtain specific support capabilities available at deployment location and relay this information to maintenance and operations plans to be used during

mission support planning. Monitor all deployments to ensure adequate support is provided or drawn from the functional areas tasked.

1.9.1.1. The operations group will provide the logistics plans function with information pertaining to aircraft configuration.

1.9.2. Supply. KC-10 supply support is provided primarily by civilian contractor logistics support system represented at base level by the Contractor-Operated and Maintained Base Supply (COMBS). The COMBS manager must be made aware of the following information for all deployments away from the MOB to ensure appropriate range and quantity of items are included in the onboard support kit: Date and length of deployment, number of aircraft involved, number of sorties and flying hours planned, location of FOL, and peculiar support equipment requirements. ***NOTE:*** If security considerations preclude the COMBS manager from access to any of the above information, he or she must be made aware of appropriate supply levels and military port where material is to be shipped.

1.9.3. Logistics Support Contractor (LSC). LSC is responsible for assembly of ESKs and MSKs. Quantities in kits may vary based on mission requirements. Maintenance will provide information required and work with COMBS manager to determine spares requirements.

1.9.4. Senior Maintenance Supervisor. The senior maintenance supervisor is responsible for the deployed support kit and deployed support equipment. If required, contractor personnel may be deployed to manage the support kit at the FOL. These personnel must have valid security clearances and passports as required by KC-10 logistics support contracts. The designated kit manager will accept accountability prior to deployment.

1.9.4.1. Items not available in the deployed kit. Contractor managed parts causing a not mission-capable supply status or partial mission-capable status on a Tanker Airlift Control Center (TACC) controlled mission will be relayed through AMC/XOCL to the MOB maintenance operations center (MOC). The MOB MOC will relay requirements to production supervisors who will coordinate the requirements with the COMBS. COMBS supporting units not on TACC missions (CHOPPED) will directly contact the supporting MOB COMBS. Re-supply of ESKs and MSKs will be handled through AMC/TACC/XOCL.

1.9.5. Aircrew Flight Equipment Accountability. Accountability of prepositioned Aircrew Flight Equipment will be the responsibility of the PIC and may be delegated to any member of the primary flight crew. Document equipment inventories on the AFTO Form 46, *Prepositioned Aircrew Flight Equipment*

1.10. Aircraft Maintenance. The maintenance concept is based on providing an organizational level maintenance capability. It provides preflight, launch, post-flight, recovery capability, and specialist support for line replaceable unit (LRU) removal and replacement. Deployed forces will use maintenance support at the deployed location if compatible with aircraft systems. The KC-10 deployment maintenance supervisor will supervise and control aircraft maintenance. Maintenance requirements beyond the capability of the deployed personnel will be referred to AMC TACC/XOCL for coordination with MOB unless specified in operations order.

1.10.1. Status reporting will be in accordance with AFI 21-103, *Equipment Inventory, Status and Utilization Reporting*. Aircraft possession will not normally be transferred to an operating location.

1.10.2. Aircraft selected for deployment should be identified as early as possible. Selection should be based on present and past performance and known scheduled maintenance and depot requirements.

1.10.3. C-Check and paint (depot) schedules are planned and accomplished by the logistic support contractor. Aircraft deployed will be replaced in order to make scheduled depot input. If the aircraft cannot be replaced it must be returned for depot. Operational requirements will not interrupt the depot schedule.

1.10.4. Aircraft will not deploy with an engine that requires removal for expiration of maximum operating time or reconditioning interval during deployment tasking.

1.10.5. Spare engines will not be deployed unless specified in the implementing FRAG order.

1.10.6. Units will send an adequate supply of engine conditioning coupons per aircraft to cover the entire deployment.

1.10.7. One complete set of technical orders for the aircraft (electronic or hardcopy) will be deployed to support FOL operations. Technical order requirements (electronic or hardcopy) for other than FOL operations will be determined by the MOB.

1.11. Deployed Personnel. Personnel will be deployed based on the KC-10 UTC. UTCs may be tailored to meet operational requirements.

1.11.1. For a local training mission, maintenance personnel are not normally required.

1.11.2. Deploying personnel will comply with the requirements in AFI 10-403, *Deployment Planning and Execution*, and the Installation Deployment Plan.

1.11.3. Deploying personnel must be qualified in accordance with AFI 21-101, *Aircraft and Equipment Maintenance Management* or appropriate MAJCOM guidance.

1.11.4. When deemed necessary by the MXG commander, contractor personnel may be deployed. Deployment onboard United States Air Force aircraft is authorized.

1.12. Support Equipment. Support equipment not in the ESK or MSK will be deployed in accordance with the UTC. Requirements may be tailored to meet mission requirements. Maximum utilization of equipment already at the FOL is required.

1.13. Maintenance IAU Responsibilities. Maintenance will store, control, repair and be accountable for all IAU equipment. They will prepare, load, unload, arrange, and secure IAU equipment onboard aircraft as required by designated configuration. During cargo operations, maintenance should prepare/reconfigure the bunks, environmental curtain, and cargo barrier net for cargo loading/unloading operations. Boom Operators should prepare/reconfigure the IAU seat pallets for cargo loading/unloading operations. Pilots, Flight Engineers, Maintenance personnel and Boom Operators not engaged in primary duties will assist Boom Operators and Maintenance personnel with cargo operations configuration tasks as required.

1.14. Aircrew Flight Equipment. Aircrew flight equipment management will be in accordance with this AFI.

1.15. Transportation. Mission support cargo and passengers for KC-10 missions not directed or controlled by AMC will be arranged by operating wing. All passenger and cargo movement will be referred to the base aerial port squadron transportation office (or airlift support squadron on non-AMC bases) for required action or support.

1.15.1. TACC staff will contact the aerial port squadron transportation function with long range (30 days when available) mission schedule configuration requirements to facilitate coordination for manpower and equipment support.

1.15.2. Base transportation squadrons or aerial port squadrons (where assigned) are responsible for installation or removal of pallet sub-floors without restriction, and storage or accountability for operational system 463L cargo pallets, nets, and tie-down devices.

1.15.2.1. Transportation and aerial port load team personnel may conduct loading and unloading of aircraft support equipment (i.e. tow bars, ESK, etc.) without supervision after coordinating with the KC-10 Boom Operator. The types of KC-10 support equipment that will be loaded or unloaded without supervision will be fully coordinated between transportation, the aerial port, and operations, and a resulting list will be provided. To preclude problems with aircraft tip-over as a result of exceeding station arm 1430, no cargo will be loaded aft of pallet position 8 or station 1393.

1.15.3. Passenger processing (which includes booking, check-in, anti-theft and anti-hijacking procedures, baggage weighing, tagging and loading, and manifesting and boarding passengers) will be accordance with AMCI 24-101, *Volume 14 Military Airlift—Passenger Services*, and this instruction. Mobility deployments will be in accordance with base mobility plan.

1.15.4. TACC staff will manage cargo loaders assigned to AMC in support of KC-10 operations. The TACC will determine need for and coordinate movement of equipment and personnel to assemble or disassemble and operate cargo loaders in support of KC-10 operations at other than home station. Units will contact the TACC if operations dictate the need for deployed wide-body loader support. The KC-10 on-board loader will be operated and assembled by Aerial Port personnel.

1.15.5. AF Form 4128, **Fleet Service Checklist**, will be utilized by the transportation function to control support equipment placed onboard aircraft. Add any items peculiar to the station or flight in the blank space provided (i.e. KC-10 pallet couplers, chains, straps, devices, and passenger comfort items.) AF Form 4128 will be completed in accordance with AMCI 24-101, *Volume 10 Military Airlift—Fleet Service.*

1.16. KC-10A Configuration Codes.

1.16.1. Code A: Pallets - 23, Seats - 14, Maximum cargo load - 175,000 lb.

1.16.1.1. Code A-1: Pallets - 23, Seats - 14, Maximum cargo - 175,000 lb. Pallet 13L is reserved for aircraft equipment, support equipment, and baggage. 3 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.1.2. Code A-2: Pallets - 23, Seats - 14, Maximum cargo - 175,000 lb. Pallets 12L and 13L are reserved for aircraft equipment, support equipment, and baggage. 4 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.1.3. Code A-3: Pallets - 23, Seats - 14, Maximum cargo - 175,000 lb. Pallets 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equipment, support equipment, and baggage. 14 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.2. Code B: Pallets - 23, Seats - 16, Maximum cargo - 100,000 lb.

1.16.2.1. Code B-1: Pallets - 23, Seats - 16, Maximum cargo - 100,000 lb. Pallet 13L is reserved for aircraft equipment, support equipment, and baggage. 3 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.2.2. Code B-2: Pallets - 23, Seats - 16, Maximum cargo - 100,000 lb. Pallets 13L and 12L are reserved for aircraft equipment, support equipment, and baggage. 4 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.2.3. Code B-3: Pallets - 23, Seats - 16, Maximum cargo - 100,000 lb. Pallets 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equipment, support equipment, and baggage. 16 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.3. Code C: Pallets - 23, Seats - 20, Maximum cargo weight on each pallet - 2,100 pounds.

1.16.3.1. Code C-1: Pallets - 23, Seats - 20, Maximum cargo weight on each pallet - 2,100 pounds. Pallet 13L is reserved for aircraft equipment, support equipment, and baggage. 4 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.3.2. Code C-2: Pallets - 23, Seats - 20, Maximum cargo weight on each pallet - 2,100 pounds. Pallets 13L and 12L are reserved for aircraft equipment, support equipment, and baggage. 4 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.3.3. Code C-3: Pallets - 23, Seats - 20, Maximum cargo weight on each pallet - 2,100 pounds. Pallets 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equipment, support equipment, and baggage. 6 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.3.4. Code C-4: Pallets - 23, Seats - 20, Maximum cargo weight on each pallet - 2,100 pounds. Pallets 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equipment, support equipment, and baggage. 8 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.3.5. Code C-5: Pallets - 23, Seats - 20, Maximum cargo weight on each pallet - 2,100 pounds. Pallets 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equipment, support equipment, and baggage. 10 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.3.6. Code C-6: Pallets - 23, Seats - 20, Maximum cargo weight on each pallet - 2,100 pounds. Pallets 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equipment,

support equipment, and baggage. 20 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.4. Code D: Pallets - 17, Seats - 75, Maximum cargo load - 145,500 lb.

1.16.4.1. Code D-1: Pallets - 17, Seats - 75, Maximum cargo load - 145,500 lb. Pallet 13L is for reserved aircraft equipment, support equipment, and baggage. 3 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.4.2. Code D-2: Pallets - 17, Seats - 75, Maximum cargo load - 145,500 lb. Pallets 12L, 12R, and 13L are reserved for aircraft equipment, support equipment, and baggage. 3 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.4.3. Code D-3: Pallets - 17, Seats - 75, Maximum cargo load - 145,500 lb. Pallets 11L, 12L, 12R, and 13L are reserved for aircraft equipment, support equipment, and baggage. 4 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.4.4. Code D-4: Pallets - 17, Seats - 75, Maximum cargo load - 145,500 lb. Pallets 10L, 10R, 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equip, support equip, and baggage. 6 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.4.5. Code D-5: Pallets - 17, Seats - 75, Maximum cargo load - 145,500 lb. Pallets 10L, 10R, 11L, 11R, 12L, 12R, and 13L are reserved for aircraft equip, support equip, and baggage. 8 seats are reserved for crew chiefs, support personnel, or extra crew members.

1.16.5. Code G: Pallets - 17, Seats - 20, Maximum cargo load - 145,500 lb. Cargo barrier net at position 3 (station 939). Environmental curtain and bunk at position 2 (station 576).

1.16.6. Code J: Pallets - 17, Seats - 31, Maximum cargo load –1000 lbs. (Aircraft Equipment). Cargo barrier net at position 3 (station 939). Environmental curtain at (station 879) and bunks at (station 869). Modified Code D configuration with all four IAU seat pallets removed but Z Lav, IAU storage, track mounted seats, emergency oxygen and exit signs still installed. For local mission or deployed locations only. ***CAUTION:*** Use caution when transiting the exposed omni panel area in the Code J configuration. Exposed omni panel rollers, latch pawls and power roller wells pose an increased tripping/fall hazard. ***CAUTION:*** Passengers will not be carried in the Code J configuration.

1.17. KC-10 Aircraft Equipment, Technical Data, Forms, and Miscellaneous Requirements. Refer to **Table 1.1** to determine aircraft equipment, technical data, forms, and miscellaneous requirements for local, contingency, and DV operations. This information may be tailored to meet mission requirements. Local quantities are required to be onboard at all times.

1.17.1. All deviations (more or less) from item quantities listed in Tables 1.1 and 1.2 require coordination and approval by the PIC and the Maintenance Production Superintendent. For deviations below the minimums listed in Tables 1.1 and 1.2, see paragraph 1.17.2. Missing and/or excess items affecting aircraft weight and balance will be accounted for on the DD Form 365-4, *Weight and Balance Clearance Form F*, by the Boom Operator. Any missing items must also be documented in the aircraft forms.

1.17.2. Waiver Protocol. For aircraft operation with less than the minimum equipment requirements listed in Tables 1.1 and 1.2, refer to MEL waiver protocol in AFI 11-2KC-10 Volume 3, KC-10 Operations Procedures, Chapter 4.

Table 1.1. KC-10 Aircraft Equipment, Technical Data, Forms, and Miscellaneous Requirements.

Line Number	NOMENCLATURE	TYPE MISSION				NOTES
		Local Trainer	Off Station Trainer	Cargo/Dual Role/HHQ/ Contingency	DV	
1.	AFTO Form 781, **ARMS Aircrew /Mission Flight Data Document**	As Required	As Required	As Required	As Required	
2.	ECMP coupon book	1	1	1	1	
3.	Appropriate debriefing form	As Required	As Required	As Required	As Required	
4.	Spare AFTO 781 Series forms	As Required	As Required	As Required	As Required	
5.	AF Form 315, **United States Air Force Avfuels Invoice**	As Required	As Required	1	1	
6.	DD 1896, **Jet Fuel Identa-plate**	1	1	1	1	
7.	DD 365-4, **Weight and Balance Clearance Form F - Transport**	1	1	1	1	
8.	T.O. 1-1B-50 Manual of Weight and Balance	1	1	1	1	
9.	T.O. 1C-10(K)A-06, Work Unit Code Manual	1	1	1	1	7
10.	T.O. 1C-10(K)A-2-7CL-1, Jacking Checklist	1	1	1	1	7
11.	T.O. 1C-10(K)A-2-9CL-1, Towing Checklist	1	1	1	1	7
12.	T.O. 1C-10(K)A-2-12, Servicing	1	1	1	1	7
13.	T.O. 1C-10(K)A-2-12-1, Potable Water Service	1	1	1	1	7
14.	T.O. 1C-10(K)A-2-12-2, Hydraulic Service	1	1	1	1	7
15.	T.O. 1C-10(K)A-2-12-3, Waste Water Service	1	1	1	1	7
16.	T.O. 1C-10(K)A-2-12-4, Constant Speed Drive Service	1	1	1	1	7
17.	T.O. 1C-10(K)A-2-12-5, Engine Oil Service	1	1	1	1	7
18.	T.O. 1C-10(K)A-2-12CL-1, Refuel/De-fuel Check-list	1	1	1	1	7
19.	T.O. 1C-10(K)A-2-12CL-2, Oxygen Service	1	1	1	1	7
20.	T.O. 1C-10(K)A-2-24-1, External Electrical Power	1	1	1	1	7
21.	T.O. 1C-10(K)A-2-25CL-1, IAU Installation/Removal	1	1	1	1	7
22.	T.O. 1C-10(K)A-2-32CL-1, Landing Gear	1	1	1	1	7
23.	T.O. 1C-10(K)A-2-28CL-1, Boom/Drogue Ground Operations	1	1	1	1	7

Line Number	NOMENCLATURE	TYPE MISSION				NOTES
		Local Trainer	Off Station Trainer	Cargo/Dual Role/HHQ/ Contingency	DV	
24.	T.O. 1C-10(K)A-2-36-1, External Pneumatic Power	1	1	1	1	7
25.	T.O. 1C-10(K)A-2-49CL-1, Airborne Auxiliary Power Unit	1	1	1	1	7
26.	T.O. 1C-10(K)A-2-71CL-1, Power Plant Ground Operations	1	1	1	1	7
27.	T.O. 1C-10(K)A-6WC-1, Pre-flt, Basic Post-flt and Thru-flt Inspection Work Cards	1	1	1	1	7
28.	T.O. 1C-10(K)A-6WC-6, Special Inspection Work cards	1	1	1	1	7
29.	T.O. 1C-10(K)A-1-2, Minimum Equipment List	1	1	1	1	
30.	Cover assembly, pitot tube	3	3	3	3	
31.	Lock assembly, nose landing gear, PN7000-501	1	1	1	1	
32.	Lock assembly, centerline landing gear, PN53719, "L"	1	1	1	1	
33.	Lock assembly, main landing gear door open, DZZ7044-1	2	2	2	2	
34.	Lock assembly, main landing gear, PN7000-501	2	2	2	2	
35.	Ground wires (50 ft.), 4010-00-268-2681	0	0	2	2	
36.	Sill Protector, Cargo door, A227475-503	1	1	1	1	
37.	Chocks (30 inches long)	4	4	4	4	
38.	Cover assembly, engine inlet, TS-1079W	3	3	3	3	9
39.	Cover assembly, engine exhaust	As Required	As Required	3	3	9
40.	Insecticide, 6840-01-140-7930	0	0	As Required	0	3, 6
41.	Bags, plastic (garbage), 8105-00-655-8286	0	As Required	20	20	3, 8
42.	Ladder, Little Giant, 5410-01-092-1894	As Required	1	1	1	
43.	Oil, Mobile Jet II (case), 9150-00-913-9717	1	1	1	1	
44.	Skydrol (case), 9150-00-485-0075	1	1	1	1	
45.	Hydraulic spray (can), 9150-00-159-4472	As Required	1	1	1	
46.	Bucket, 7240-00-943-4472	As Required	1	1	1	8
47.	Broom, push, 7920-00-292-2367	As Required	As Required	1	1	3, 8
48.	Headset, 1212G-12	As Required	As Required	1	1	
49.	Extension cord, CE394L8M25	As Required	As Required	1	1	
50.	Eye goggles	1	1	1	1	

Line Number	NOMENCLATURE	TYPE MISSION				NOTES
		Local Trainer	Off Station Trainer	Cargo/Dual Role/HHQ/ Contingency	DV	
51.	Oil service unit, 53361-7	1	1	1	1	
52.	Window wash (bottle), 7930-00-644-6910	As Required	As Required	As Required	As Required	
53.	Paper towels (package), 8540-00-262-7178	As Required	As Required	As Required	As Required	
54.	Toilet paper, 8540-00-530-3770	As Required	As Required	As Required	As Required	
55.	Speed tape (roll)	1	1	1	1	8
56.	Cheese cloth, 8305-00-205-3496	As Required	As Required	As Required	As Required	
57.	Eye saline eyewash (bottle), 4630-3b	6	6	6	6	
58.	CGU-1/B or MC-1 nylon strap, 5000 pound capacity	30	30	30	30	1
59.	MB-1 tie down chain, MIL-T-25959, 1670-00-516-8406	30	30	30	30	1
60.	MB-1 tension device, MIL-T-25959, 1670-00-212-1149	30	30	30	30	1
61.	Pallet coupler, 1-inch	6	6	6	6	
62.	Anti-freeze (gallons)	0	As Required	As Required	As Required	
63.	Barrier assembly, cargo door, local manufacture	1	1	1	1	
64.	Fitting, cargo, A7000, 1760-00-463-7478	12	12	12	12	
65.	Vacuum cleaner	As Required	As Required	As Required	As Required	
66.	Cargo winch	0	0	As Required	0	2
67.	Potable Water	As Required	As Required	As Required	As Required	4, 8
68.	IAU Seat Pallets	0	As Required	As Required	As Required	
69.	JA/ATT Box	0	As Required	As Required	0	2
70.	Pallet 13L / *Pallet Subfloor*	0	1 /*As Required*	1 / *As Required*	1 / *As Required*	5
71.	Passenger Svc Trays	As Required	As Required	As Required	As Required	8
72.	Pillow/Blankets	0	0	As Required	As Required	

Line Number	NOMENCLATURE	TYPE MISSION				NOTES
		Local Trainer	Off Station Trainer	Cargo/Dual Role/HHQ/ Contingency	DV	

NOTES:

1. If specific mission requirements dictate, quantities may be increased for straps-up to 100, chains-150, and tension devices-150.
2. Will be stored in the floor at station 1856, or restrained on a 463L pallet when mission requirements dictate. The weight of 88 pounds will be annotated on the Form F
3. Cargo/Dual Role missions.
4. Potable water system may have up to 10% water for all local missions
5. 463L pallets/pallet sub-floor will not be loaded for local missions
6. Procured by aircrews from transient aircraft support agencies at en route locations.
7. May be either electronic or hardcopy.
8. Dispatch with less than the minimum quantities listed only requires coordination/approval by the PIC and the Maintenance Production Superintendent. No waiver required.
9. Required for cold weather operations.

Table 1.2. KC-10 Aircrew Flight Equipment Configurations.

Line Number	NOMENCLATURE	LOCAL	Off Station Trainer	Cargo/ Contingency	PDM Input	DV/ SLICC /SLIP DTC	NOTES
1.	Protective Clothing Kit (PCK)	1	1	1	0	1	
2.	Quick-Don Oxygen Mask,	16	16	16	16	16	
3.	Smoke Goggle	16	16	16	16	16	
4.	Protective Breathing Device (PBD)	2	2	2	2	2	
5.	Aux Survival Kit (ASK)	1	1	1	0	1	
6.	Passenger Demonstration Kit	1	1	1	0	1	
7.	Adult-Child LPU	21	21	21/80	5	80	1
8.	CWU-16/P Anti-Exposure suit	0	0	As Required	0	As Req	5

Line Number	NOMENCLATURE	LOCAL	Off Station Trainer	Cargo/ Contingency	PDM Input	DV/ SLICC /SLIP DTC	NOTES
9.	Emergency Passenger Oxygen System (EPOS)	4	4	4	0	20/9/ 8/24	2, 3, 4
10.	LPU-6/P, Infant Cots	4	4	4	0	4	
11.	6 ft Hose Extension with Communication Adapter	0	0	As Required	0	0	6
12.	LPU-10/P Life Preserver	0	0	As Required	0	0	6
13.	Aircrew Body Armor (ABA)	0	0	As Required	0	0	6
14.	Survival Vest	0	0	As Required	0	0	6
15.	Minimum Survival Kit (MSK)	0	0	0	1	0	

NOTES:

1. Five Adult Child LPU's will remain on the Flight Deck for all configurations.
2. Four EPOS will be placed in the bunks.
3. When using the SLICC or SLIP , see 1.8.2.2. or 1.8.3.1. for EPOS distribution.
4. When using the Joint Task Force/C2 Module or in a Detainee Transfer Configuration (DTC), see 1.8.1. or 1.8.8.1. for EPOS distribution.
5. Any unit scheduled to conduct operations above 78 degrees north or below 60 degrees south (IAW federal Aviation Regulation (FAR) Part 135, Part 135.98, Operations in the Polar Area and FAR Part 121, Appendix P, Requirements for ETOPS and Polar Operations) will configure the aircraft with the appropriate quantity of anti-exposure suits prior to mission execution. Total quantity required will be indicated in mission frag in current C2 system.
6. As required by OPORD. LPU-10/P's are designed to integrate with AFE used by aircrew personnel. Aircraft LPUs are not compatible and shall not be used with survival vest, ABA, and Aircrew Eye Respiratory Protection (AERP).

1.18. KC-10 Cargo Door Safety Net. The materials listed in **Table 1.3** are required to construct a KC-10 Cargo Door Safety Net.

Table 1.3. KC-10 Cargo Door Safety Net.

NOMENCLATURE	NATIONAL STOCK NUMBER	PART NUMBER	QUANTITY

Webbing, textile	8305-00-811-1617 (Red)(Primary) 8305-00-753-6528 (Yellow)(Alternate) MIL-W-4088	N/A N/A	27 yards
1 3/4-inch slide, assembly tension	1670-00-502-2818	67B46276	3 ea.
1 3/4-inch hook, assembly eye	1670-00-925-0683	67B46270	6 ea.
Fitting, cargo	1670-00-463-7478	A 7000	2 ea.

1.18.1. Instructions for constructing the KC-10 Cargo Door Safety Net.

1.18.1.1. STEP 1: Overall dimensions of the cargo net are 156 inches (13 feet) long by 44 inches (3 feet-8 inches) tall, measured from outside edge to outside edge.

1.18.1.2. STEP 2: Top and third horizontal webbing's are measured 156 inches (13 feet) long. The second and bottom horizontal webbing are 110 inches (9 feet and 2 inches) long.

1.18.1.3. STEP 3: All vertical webbing's are measured 44 inches (3 feet-8 inches) long. All webbing's are spaced 14 inches apart horizontally, using middle-to-middle measurements.

1.18.1.4. STEP 4: The first vertical webbing is sewn to the first and third horizontal webbing's at 11 inches plus 3 inches from the left-hand side. All other vertical webbing's are spaced 18 inches apart, using middle-to-middle measurements.

1.18.1.5. STEP 5: Hook assembly and slide assembly tension are attached with a 3-inch overlap (detail D), requiring 9 inches of webbing.

1.18.1.6. STEP 6: Adjustment webbing is placed through the tension slide assembly, folded, and sewn to act as a stop.

1.18.1.7. STEP 7: All sewing is done using size "FF" nylon thread and secured with a box X pattern. All webbing ends must be finished to prevent fraying.

1.18.1.8. STEP 8: Aircraft serial number may be inked in the upper forward net area 1 1/2-inch stencil.

1.19. DELETED

Table 1.4. DELETED

HERBERT J. CARLISLE, Lt Gen, USAF
DCS, Operations, Plans & Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircraft Rules and Procedures,* 14 January 2005

AFI 10-403, *Deployment Planning and Execution,* 13 January 2008

AFI 11-2KC-10V3, *KC-10 Operations Procedures,* 30 August 2011

AFI 21-101, *Aircraft and Equipment Maintenance Management,* 26 July 2010

AFI 21-103, *Equipment Inventory, Status and Utilization Reporting,* 9 April 2010

AFI 33-360, *Publications and Forms Management,* 18 May 2006

AFMAN 33-363, *Management of Records*, 1 March 2008

AMCI 24-101, *Volume 10 Military Airlift—Fleet Service*, 27 April 2009

AMCI 24-101, *Volume 14 Military Airlift—Passenger Services*, 2 October 2009

T.O. 1C-10(K)A-9, *Cargo Loading Manual*, 30 November 2005

Adopted Forms

AF Form 315, *United States Air Force AVFUELS Invoice*

AF Form 847, *Recommendation for Change of Publication,* 22 September 2009

AF IMT 1297, *Temporary Issue Receipt,* 1 July 1987

AF IMT 4128, *Fleet Service Checklist*, 1 July 1999

AFTO Form 349, *Maintenance Data Collection Record*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document,* 11 September 2008

DD Form 365-1, *Chart A, Basic Weight Checklist Record*

DD Form 365-3, *Chart C, Basic Weight and Balance Record,* 1 August 1996

DD Form 365-4, *Weight and Balance Clearance Form F – Transport,* 1 August 1996

Abbreviations and Acronyms

APU—Auxiliary Power Unit

C2—Command and Control

CCM—Command and Control Module

COMBS—Contractor-Operated and Maintained Base

DTC—Detainee Configuration

DV—Distinguished Visitor

EPOS—Emergency Passenger Oxygen System

ESK—En Route Support Kit

FA—Flight Attendant

FRAG—Fragmentation

IAU—Increased Accommodation Unit

JA/ATT—Joint Airborne/Air Transportability Training

JTF—Joint Task Force

MEGP—Mission Essential Ground Personal

MOB—Main Operating Base

MOC—Maintenance Operations Center

MSK—Mission Support Kit

MSL—Mean Sea Level

OPLAN—Operations Plan

OPORD—Operations Order

PIC—Pilot in Command

PSP—Patient Support Pallet

SF—Security Forces

TACC—Tanker Airlift Control Center

Terms

Assembly Staging Base—Base where tanker aircraft composing the force assemble.

Contingency Mission—Mission operated in direct support of an OPORD, OPLAN, disaster, or emergency.

Contractor-Operated and Maintained Base Supply (COMBS)—Contractor supply facility for KC-10 aircraft parts. It is also focal point for all contractor operations.

En Route Support Kit (ESK)—An air transportable package of aircraft spares or support equipment to support KC-10 aircraft at en-route stops on missions of limited duration.

Forward Operating Location (FOL)—Base or area in a forward location from which the aircraft is operated.

Increased Accommodation Unit (IAU)—Equipment package which increases KC-10 passenger capability.

Logistics Support Contractor (LSC)—Contractor responsible for providing logistics support to an Air Force aircraft.

Main Operating Base (MOB)—A permanent operating location, where all operational and logistics support is available.

Mission Support Kit (MSK)—Transportable package of spares and support equipment to support KC-10 operations at a FOL.

Operations Plan (OPLAN)—A plan for a single or a series of connected operations to be carried out simultaneously or in succession, based on stated assumptions; a directive to permit subordinate commanders to prepare supporting plans and orders.

Unit Type Code (UTC)—A 5-digit alpha numeric code used to identify deployable forces. It describes personnel, associated equipment, and requirements for operation plan tasking and identification.